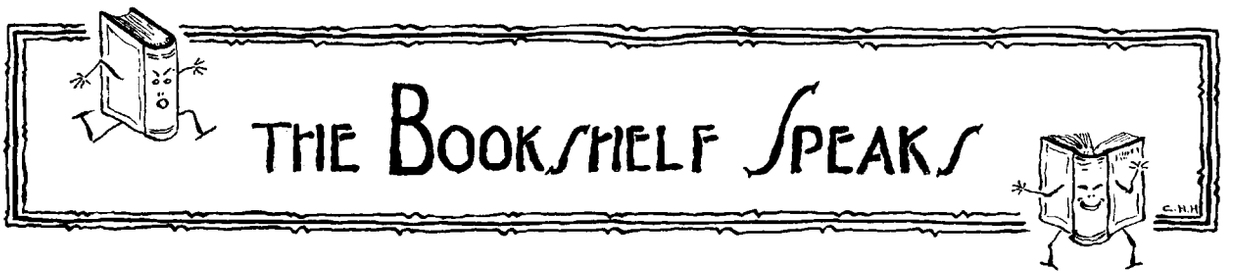

THE Autobiography of Benjamin Garver Lamme is an inspiration and a monument of achievement to be looked up to by engineering students of today. Mr. Lamme in his own unique way tells of his unique life from a farm in western Ohio, through Ohio State University to the position of Chief Engineer of the Westinghouse Electric and Manufacturing Company.

By a keen self analysis he points out why he was destined to become an engineer. But he became a great engineer because he developed his latent qualities by a rigid mental training. Just for pastime he learned the multiplication table up to thirty-six times thirty-six. Entering Ohio State he graduated in 1888 with the degree of Mechanical Engineer, there being no Electrical Engineering department at that time. Lamme then entered the Westinghouse Company, and from there on his service is the history of the rise of the electrical industry. Or conversely and more accurately, the history of the rise of the electrical industry is the record of his accomplishments.

Mr. Lamme was always modest, almost to the point of shyness, yet never failed to take a great interest in young engineers. In showing his purpose which actuated his life in training these young men, I quote from his own words.

"I have seen many of these men grow from pupils to assistants and associates and one of my greatest pleasures has been to see this growth. I have allowed no petty jealousies to interfere with their development, and have always felt that as they grew, so would I grow with them. I have aimed to instill in them fundamental ideas of engineering honesty and honor, square dealing and fair fighting, that there should be pride in accomplishment and that true engineering means much more than merely making a living or obtaining an income—that it means the advancement of the art for the benefit of mankind."

It is not often that the doer is also the teller, but here is a notable exception, and his doing is much graced by his telling.

How to Write a Thesis. By Ward G. Reeder, '14, Assistant Professor of School Administration in Ohio State University. Public School Publishing Co., Bloomington, Ill.

Next in importance to deciding which to accept of the many offers for employment after graduation, the writing of a thesis is the biggest problem confronting the engineer at this time. Here, in short, is a manual of style on the preparation of theses, reports, and other scientific papers.

Although not written directly to be applied to to the engineering type of thesis, it fills a need for exact information on the style and composition of a technical paper. It discusses such matters as the selection, delineation, and planning of the problem; the presentation of bibliographies; the organization and interpretation of data; English composition; citations and footnotes, and the preparation of the manuscript for printing or typing.

In helping to make the thesis a finished product this book will be found to be an invaluable aid to senior engineers.

THE *World of William Clissold,* by H. G. Wells, is a two-volume autobiography in which his adventures of body, soul and intelligence in life from the framework on which is hung the vision of the modern world from the liberal point of view. The story proper is only a vehicle. A few pages of direct narrative alternate with whole chapters of discussion in which Clissold analyzes his views about religion, history, economics, politics, love and sex—the ideas which occupy his thoughts and determine his actions.

This William Clissold was born in 1865, so that his discussion covers most of the things of importance that have happened in the world and the ideas that have occupied men's minds from that date to this. Many important contemporary figures are introduced under their own names. Clissold himself questions widely and acutely, and many of our accepted beliefs are here passed under review. The result is very stimulating, but none of it is new to the reader of Wells.

The motto of the book is *"Panta hrei,"* which translated from the Greek means, "Everything flows." Certainly nothing in the world is more fluent than the pen of H. G. Wells.

A character created by an author has necessarily some of the traits of character of the author. It is common then for the author to be confused with the character he has created by the reader of a fictional autobiography. For that reason, when reading this book do not construe the circumstances of William Clissold to be those of the life of H. G. Wells.

NEW FUEL FOR MOTOR TRUCKS

During the war those countries having no domestic supplies of gasoline were hard-put to secure fuel for the motor transport service. This, together with the disinclination to purchase such vital necessities abroad, has led French engineers to experiment with materials from a local source. One fuel developed during the current year is "Carbonite," which is composed of charcoal and a secret binder. Waste wood, bark, and other forest scrap can be used to produce the charcoal. In a recent test a Mack truck weighing five tons and carrying a 7-ton load, made 100 miles on a consumption of 84 pounds of "Carbonite."